

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2007

IN THE MATTER OF:

Served July 10, 1979

Application of AIRPORT LIMO, )  
INC., for Temporary Authority to )  
Transport TWA Crews )

Case No. AP-79-08

By application filed June 8, 1979, Airport Limo, Inc., seeks temporary authority to engage in charter operations transporting Trans World Airlines' cockpit crews (a) between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va., via a route traversing the District of Columbia (Columbia Island), and (b) between Dulles International Airport and Washington National Airport, on the one hand, and, on the other, hotels in the Metropolitan District. Airport Limo proposes the following rate schedule:

<u>Between:</u>	<u>Fare</u>
Dulles and National Airports	\$ 25
Dulles and Washington, D. C.	25
National and Washington, D. C.	6.50

Airport Limo operates 14 vans and would use this equipment, as needed, to perform the service. Seven additional vehicles are on order.

In support of the application it is stated that Air Transit, Inc., a company under common control with Airport Limo, has been transporting the TWA crews by taxicab for several months. Because the proposed service is conducted according to a fixed schedule between fixed termini, however, it does not qualify as taxicab service under Title II, Article XII, Section 1(c) and 2(d) of the Compact. Airport Limo is aware that Executive Limousine Service, Inc., holds appropriate authority, but asserts that TWA was dissatisfied with Executive's service.

On June 15, 1979, Executive filed a protest to the application. Executive is authorized to transport TWA crews (a) in special operations, between Dulles and National, on the one hand, and, on the other, hotels and motels in the District of Columbia, and (b) in charter operations pursuant to contract between Dulles and National, on the one hand, and, on the other, those points in the District of Columbia and Maryland which are located in the Metropolitan District. Executive's fleet of 12 vehicles includes six 14-passenger vehicles, five limousines ranging in seating capacity from 5 to 11 passengers each and a 49-passenger coach.

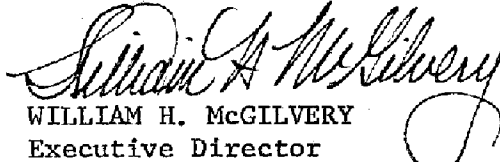
Executive states that it is now transporting TWA cabin crews and desires to include cockpit crews among its customers. Service would be performed in vehicles already stationed at Dulles and National for cabin crew transportation. Executive also asserts that applicant \*/ has engaged in unlawful operations and that the proposed rates are unreasonably low.

Title II, Article XII, Section 4(d)(3) of the Compact provides that the Commission may grant temporary authority "where there is an immediate and urgent need to a point or points or within a territory having no carrier service capable of meeting such need. The Commission finds that applicant has failed to meet its burden of proof with respect to either criteria.

Airport Limo has provided no data about the number of passengers to be transported, the specific points (other than the airports) to and from which service is needed or any specific reasons why Executive's service should be considered unsatisfactory to TWA. No statement from TWA was submitted and applicant's unsupported and self-serving allegations of need for service can be accorded little weight. In any event, Executive asserts that it is capable of providing the service and there is nothing in this record to support a finding to the contrary.

THEREFORE, IT IS ORDERED that the above-captioned application of Airport Limo, Inc., is hereby denied.

BY DIRECTION OF THE COMMISSION:

  
WILLIAM H. MCGILVERY  
Executive Director

\*/ As noted above, applicant and Air Transit, Inc., are separate corporations, albeit under common control.